

## BRYAN KNEW OF TOLLEXEMPTION

Senator Walsh Declares Secretary Had Plank Amended at Baltimore.

### TO EXCLUDE R. R. SHIPS

Provision Had Careful Study After Senator O'Gorman Offered It.

### NIXON IN CONFERENCE

Big Rumpus Expected in Congress, Where the Feeling Is Already Bitter.

WASHINGTON, Feb. 8.—The controversy over the "free tolls" plank in the Baltimore platform waxed warmer today.

Some of Secretary Bryan's friends have intimated that the plank was smuggled into the platform and that Mr. Bryan, who was chairman of the resolutions committee at the Baltimore convention, knew nothing about it until "later."

Chairman Adamson of the House Committee on Interstate Commerce charged in effect in a formal statement yesterday that the plank had been slipped in as a joke and that neither the resolutions committee nor the Democratic convention approved it with a full understanding of what had been done.

Secretary Bryan has declined to say how the canal tolls provision was inserted in the platform, but he has been quoted in private interviews as having insisted that it had been done without his full knowledge of the circumstances and the intent of the plank.

Senator Walsh of Montana, who was a member of the convention's resolutions committee, and its secretary as well, gave out a statement to-night in which he says that Mr. Bryan not only assisted in the preparation of the "free tolls" plank in the Democratic platform but suggested a modification, which was agreed to before the plank was approved.

Senator Walsh as secretary of the committee put the plank in the sub-committee into writing. His recollection of the preparation and adoption of the canal tolls plank was very clear, he said. There was no objection to it in the sub-committee or in the full resolutions committee.

A sub-committee of four reported the canal tolls plank. It was composed of Mr. Bryan and Senators Pomeroy, O'Gorman and Walsh.

The Senator from Montana declared there was no suggestion that the plank was a joke or that it got into the platform surreptitiously.

According to Senator Walsh the free tolls plank was offered by Senator O'Gorman and accepted after very little debate.

Senator Walsh's statement.

"I do not believe that the canal tolls plank got into the platform surreptitiously as a joke," said Senator Walsh.

"While I have regarded the transactions that went on within the Resolutions Committee at Baltimore as more or less confidential I am willing to give my recollection of the steps by which the free tolls plank became a part of the Baltimore platform of 1912.

"The recent implications in the newspapers may tend to create the impression that there was something disreputable, mysterious or sinister in regard to this matter. There was not. On the contrary, there was nothing connected with it which afforded the slightest foundation for such a charge or suspicion.

"As I remember it the plank approving the clause in the Panama Canal act exempting American coastwise vessels from the payment of tolls was offered in the sub-committee of eleven by Senator O'Gorman. Opinion in its favor seemed so unanimous that there was practically no debate.

"At the suggestion of Mr. Bryan ships owned by railroad companies were barred from the use of the canal, and the fact that this latter suggestion is to be found in the platform along with the approval of free tolls for coastwise vessels shows plainly that the sub-committee was fully cognizant of the existence of the free tolls plank.

"These matters along with all others were then referred to a sub-committee of four of the sub-committee of eleven. The four were Mr. Bryan, Senator Pomeroy, Senator O'Gorman and myself.

Approval of the Plank.

"We reported back on all the planks now in the platform and I was assigned to put the sections into their proper sequence. I did this including the tolls provision; the sub-committee of four heard and approved them; the sub-committee of eleven heard and approved them; and then the entire Resolutions Committee was called together, the platform was read, approved and later adopted by the convention.

"So that each plank passed through several stages of preparation and could not have failed to have been known to all who attended the meetings of the committee or its various sub-committees.

"The suggestion that the free tolls plank was in some manner slipped into the platform would indicate that the sub-committee of four or myself as amanuensis should to job the committee or the convention. Since the circumstances of the introduction, consideration and adoption of this plank were so open and so well known to so many members of the committee I think all implications to the contrary fail to stand."

The charges that are being made in regard to this feature of the Baltimore platform are stirring up much bitter feeling among Democrats, which is certain to find expression later when an effort is made in Congress to pass legislation exempting the "free tolls" provision of the canal bill.

While Senator O'Gorman presented the "free tolls" plank at Baltimore, it is said that Lewis Nixon, the shipbuilder of New York, was among those interested in promoting the plank. He was not a member of the sub-committee, but is said to have

presented a report from the New York delegation with certain recommendations as to the platform.

While a majority of the Democrats are backward about discussing the free tolls plank, it is apparent that the plank as viewed by many of those considered in the fact that members of the resolutions committee in accepting the plank thought that they were voting in approval of action by a Democratic Congress, when as a matter of fact a majority of more than twenty Democrats of the House had voted against the exemption.

It is apparent that the attempt of the President to repeal the canal tolls legislation will stir up a big fuss in Congress and that the fight will revolve about the contention that such action will constitute a violation of the platform pledge.

### BEATS 100 DINNER SPEECHES.

London "Morning Post" So Estimates Wilson's Canal Decision.

Special Cable Dispatch to The Sun.

LONDON, Feb. 8.—Commenting on President Wilson's expressed desire that the law allowing American ships to pass through the Panama Canal free of tolls be repealed the *Morning Post* says:

"By his evident desire to treat the Panama Canal tolls question in a friendly and impartial spirit President Wilson has done more than could be done by a hundred after dinner speeches in behalf of the good will and mutual respect of Great Britain and the United States."

## BRYAN IN HOT WATER OVER ANOTHER PLANK

Attack on Publicity of Sponsors for Judicial Candidates Planned.

WASHINGTON, Feb. 8.—An attack upon another plank in the Democratic platform adopted at Baltimore in 1912 that may prove embarrassing to Secretary Bryan will be made in the House of Representatives to-morrow.

Mr. Bryan is already involved in a controversy in which the charge has been made that the plank commending the "free tolls" provision of the Panama Canal act was "smuggled" into the Democratic platform.

The other plank in question is that which endorsed what is known as the Bryan proposal, assuring publicity for the names of all persons who endorse or recommend to the President candidates for appointment to the Federal judiciary.

In a judicial bill introduced in the last Congress when a Republican President was on the job such a publicity feature was incorporated. The bill failed, but the principle, which was first advocated by Mr. Bryan, was endorsed by the Baltimore convention.

If the present programme is carried out the fight on the publicity plank, as applied to judicial appointments, will be led to-morrow by Representative A. Mitchell Palmer of Pennsylvania, the Administration spokesman in the House.

Here is the way the proposition will come up:

At the special session of Congress a bill offered by Mr. Palmer providing for the appointment of an additional judge in the eastern district of Pennsylvania was passed. Representative Cullup of Indiana, a Bryan Democrat, presented an amendment providing that in selecting this judge the President should give to the public the names of his sponsors. Mr. Palmer fought the amendment, but without avail. The bill went to the Senate.

The Senate amended the bill by providing for the appointment of an additional judge in West Virginia. In the conference on the bill the Senate withdrew its amendment, but refused to agree to the Cullup proposal.

Unless he changes his mind Mr. Palmer will ask the House to recede from the Cullup amendment to-morrow. This will arouse the boys in the Democratic party who believe in standing by platforms whether they are good, bad or indifferent.

Mr. Palmer is between the devil and the deep blue sea. He wants the judge-ship bill passed more than anything in a legislative way in his public career. If the House stands by the Cullup amendment that action will probably defeat the bill, because the Senate has given notice that it does not believe in giving publicity to circumstances surrounding the appointments to Federal positions.

It takes the position that such legislation is an invasion of the prerogatives of the President. So Mr. Palmer is up against it. To get his bill enacted into law he has to fly squarely in the face of one of the planks in the platform upon which his candidate for the Presidency was elected.

## PARLIAMENT FACES HOME RULE PROBLEM

Unionists Demand General Election on Ulster Question—May Use Boycott.

Special Cable Dispatch to The Sun.

LONDON, Feb. 8.—There is much excitement in political circles over the reopening of Parliament to-morrow. All the parties recognize that the session will be a critical one in consequence of the attitude of the Ulster Unionists toward the home rule bill.

The Unionist demand for a general election in order that the people may have an opportunity to show by their votes how they regard the home rule measure will be among the earliest happenings. The Unionists are credited with some unknown plan to compel the Government to yield on this point. Among the rumored probabilities is one to the effect that they will boycott Parliament if their demand is refused.

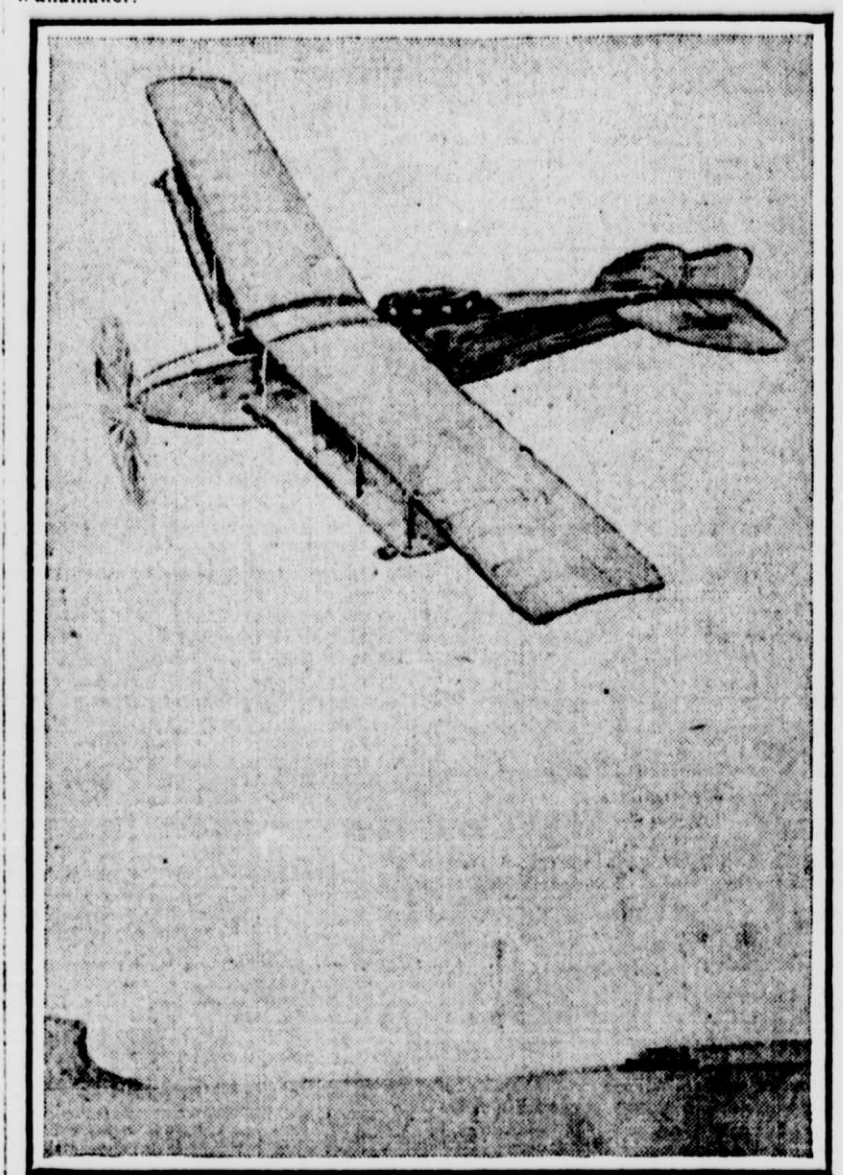
Another story is that the House of Lords will reject or amend the annual army bill, the failure to pass which would be equivalent to terminating the existence of the army. Their contention in justifying such a step would be that the Government should not have control of the force which could be used to enforce the policy of home rule, on which the nation has not been consulted.

The *Daily Graphic*, which states this rumor, argues that the Lords are more likely to amend the army bill by excluding Ireland from the provisions of this measure. This would keep the army in existence, but would make all the soldiers in Ireland civilians and would prevent their use in enforcing Ulster.

The Government papers argue that whatever line the opposition takes it cannot force the Government's hand or stop the enactment of home rule.

## The Trans-atlantic Aeroplane.

Drawing from designs for the airship which Glenn Curtiss is building for Rodman Wanamaker.



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## DERBY ESTATE WON'T GO TO GOVERNMENT

Offer of Baron de Forest to Buy It Ends in Exchange of Hot Words.

### EARL EXCEEDINGLY ANGRY

Says He Never Agreed to Turn Over Cash Previously Realized on Property.

Special Cable Dispatch to The Sun.

LONDON, Feb. 8.—The offer of Baron de Forest, M. P., to purchase the Earl of Derby's estate in Rutland, Lancashire, for \$7,500,000, the price at which the Earl said he would sell the property, has ended in nothing more than the exchange of peremptory letters.

Prior to the launching of Chancellor of the Exchequer Lloyd George's scheme Baron de Forest, who with others compiled a report on land values, said the income from the Earl's estate in Rutland, Lancashire, for \$7,500,000, the price at which the Earl said he would sell the property, has ended in nothing more than the exchange of peremptory letters.

Baron de Forest wrote to the Earl of Derby accepting this offer, but stipulated that in cases where the value of parts of the estate may have been already converted into cash and the increment thus realized the present Earl should transfer to him the equivalent of such value.

In reply to this the Earl of Derby wrote a letter to the Baron in which he charged the latter with a grotesque evasion of the terms of the Earl's offer. This offer, the Earl declared, contained nothing which would warrant the stipulation that he should hand over the money his predecessors had received from sales, fines or mortgages in the last two years.

To this letter Baron de Forest sent an answer in which he accused the Earl of intentionally garbling his meaning by suppressing the words in the land values report with the result that his (the Earl's) offer to sell was pointless and irrelevant. The Baron concludes by criticizing the Earl for his lack of politeness.

A somewhat similar offer which the Duke of Sutherland made some time ago to Chancellor of the Exchequer Lloyd George also came to nothing. The Duke offered to sell part of his Scottish estates at 22 to 25 shillings (\$2.50 to \$2.62) an acre, according to location. The Chancellor of the Exchequer did not accept the offer.

POWERFUL NEW POWDER.

Much Safer Than "Poudre B," Which Has Caused French Disasters.

Special Cable Dispatch to The Sun.

PARIS, Feb. 8.—A report that M. Henry Turpin, the inventor of melinite, had discovered trinitrophenol, an even more powerful explosive, took a reporter to Turpin today to interview him. M. Turpin explained that the report was true, but that the new explosive was discovered two years ago. Under various names, such as tolite and trolite, it has been used everywhere except in France.

The new creation, the scientist said, is a stable, smokeless powder. It does not contain nitrocellulose and there are no changes up to a temperature of 115 degrees. There is no danger of spontaneous combustion until the temperature reaches 350 degrees. It can be kept in magazines at a temperature of from 50 to 70 degrees, while poudre B, which caused the destruction of the battleship *Liberte*, inflames at 33 degrees. Its ballistic power is equal to that of existing powders. It requires only three days to manufacture and it costs three times less than poudre B. It needs a somewhat larger charge.

M. Turpin refuses to communicate the formula of his discovery to the French Government lest he be robbed of the fruit of his labors, as he was for melinite.

VANDERBILT YACHT ABANDONED.

The Warrior, Ashore on Colombian Coast, Can't Be Saved.

Special Cable Dispatch to The Sun.

PANAMA, Feb. 8.—Wireless dispatches received here announce that Frederick W. Vanderbilt's yacht *Warrior*, which went ashore near Savanilla, on the Colombian coast on January 27, has been abandoned as a total loss. The crew is on the way to Colon.

## SOCIALISTS OPPOSE ARMAMENTS

Counter Demonstration Held by 30,000 Swedes.

Special Cable Dispatch to The Sun.

STOCKHOLM, Feb. 8.—The Socialists made a counter demonstration today to that of last week in favor of armaments. The monster demonstration of peasants urging the increase of armaments was reviewed by the King, who said the increase was necessary in order to protect Sweden from Russia.

Thirty thousand Socialists took part in today's procession. They marched to the Government offices where the leader, Mr. Branding, addressed Karl A. Staaf, the Premier, and urged him to use his efforts for international peace and fraternity and diminish instead of increase the armaments.

In reply Premier Staaf said he sympathized with peace, but the present circumstances compelled a demand for sacrifices for the defense of the country, although they should not be undertaken until after the elections. He promised that under the proposed Swedish military service would not be prolonged in the infantry branch of the army.

## WIED PRINCE ACCEPTS THRONE OF ALBANIA

Decides After Making Financial Arrangements With Austria and Italy.

Special Cable Dispatches to The Sun.

BERLIN, Feb. 8.—Prince Wilhelm of Wied has formally notified the Ambassadors of the Powers that he accepts their proffer of the throne of Albania. The decision of the Prince followed the making of a satisfactory financial arrangement by Austria and Italy, which was sanctioned by the Powers. The Prince started on Sunday for Vienna and Rome to confer with the Austrian and Italian Governments in reference to his future action.

When the Prince returns from this visit he will receive a capitulation of Albanians who will come either here or to Neavle to ask him to accept the throne.

LONDON, Feb. 8.—A Berlin dispatch to the *Daily Mail* says Prince Wilhelm of Wied will make his state entry into Albania from J. Borden Harriman's yacht *Monarch*, which has been chartered to convey him to Durazzo. Almost immediately after the Prince's reception of the capitulation from Albania he will go to Trieste and board the *Monarch*. He will sail from this port escorted by a fleet of international warships. The yacht will call at San Giovanni di Medua and Avlona en route.

SPREAD OF WINGS EIGHTY FEET.

The wings are attached behind the motor and have a spread of eighty feet and a depth of nearly ten feet. Back of the wings is the enclosed cabin about twelve feet long. This is arranged for two pilots and a third man, who will act as a lookout for indicating the position of the machine in the air, its flying speed, motor speed, direction of flight and the other necessary calculations for the guidance of the operators. All the controls will be in duplicate so that either or both the aviators can handle the machine.

One of the pilots of the flying machine, Lieut. John C. Porte of the Royal Navy, Flying Corps, is expected to arrive here very soon. He will cooperate with Mr. Wanamaker and Mr. Curtiss in completing the details of the flight from St. John's, Newfoundland, where the 1,000 mile race to the Irish coast will begin.

The proposed flight will be a contest of speed over the Atlantic, with famous flyers from three countries competing, has aroused great interest among aviators on both continents. The European aviators who have written their intention of flying for the Lord Northcliffe prize are experienced over water aviators, while the Americans who will enter the race have confined most of their efforts to overland flying.

Col. Martinus Bohna of the Volunteer Aero Squadron, recently organized, and Secretary of the Aero Club of America, said yesterday that he had received a letter from the managers of the Panama-Pacific exposition confirming the increase in prize offered for the contest of flying a mile in an aeroplane from \$20,000 to \$100,000. He said the Aero Club was responsible for the addition of fifty days to the time limit of ninety days for the globe circling trip.

IMPOSSIBLE, SAYS QUINTON.

President of French League Opposes Race in Air Over Ocean.

PARIS, Feb. 8.—Replying to a message from Arnold Krumpholtz, the head of the aeroplane division of the Panama-Pacific exposition, M. Quinton, president of the National Aeronautic League, says the crossing of the Atlantic by aeroplane is impossible.

He proposes instead of a trip around the world a combined course which will start from London and go thence to Paris, Berlin, Vienna, Constantinople, Cairo, Bagdad, Calcutta, Saigon, Borneo and Peking, and thence by boat to San Francisco.

HIS POLITICAL WINGS CLIPPED.

Bierut Meets Name Into an Aviator in Flying Into Politics.

Special Cable Dispatch to The Sun.

PARIS, Feb. 8.—Bierut, the aeroplane manufacturer, met the same fate as Vedrines, the noted flyer, when he entered politics. He was beaten for election to the General Council of Versailles to-day by a vote of 2,072 to 1,859.

## RUSH OF AIRMEN FOR OVER OCEAN FLIGHT

Aero Clubs Consider Plan for Great International Airship Race.

### HEAR OF SEVEN FLIERS

Rodman Wanamaker's Announcement Discloses Similar Activity of Others.

The Aero Clubs of America and Great Britain have under consideration the proposition to organize an aeroplane race from Newfoundland to Ireland as a result of Rodman Wanamaker's announcement to compete with Glenn H. Curtiss to build a machine for transatlantic flight. The fact that others are building or planning to build water flying machines with which they hope to capture the Lord Northcliffe prize of \$50,000 has made this plan necessary for the safety and success of the aviators who will try the over ocean flight.

Since the announcement of Mr. Wanamaker's intention at least six other serious efforts have been reported. Financial backing has been found here for the building of three large water flying machines. In France, it was announced yesterday, three more are under construction. It is the belief of airmen here that plans for still others are being worked out, but that the men back of these enterprises are keeping their intentions secret for the present.

### Frenchmen Propose Plan.

The intention of the three French aviators, Roland Garros, Marc Pomme and Brindejonc des Moulinais, to build machines for a flight across the Atlantic was announced in a letter to the Aero Club from Biarritz. The text of this letter has not yet been made public. It will probably be given out this afternoon. In the meantime Rodman Wanamaker has the plan proposed in it under consideration.

The letter has been read over to Mr. Wanamaker. The Aero Club of America is now waiting for his suggestions as to the organization of the race itself.

Experienced airmen favor an organized race. They think that Government cooperation for a number of aviators at points and seawards be expected. Many persons are willing to finance such attempts, but the advantages of a race have been shown to be great. The principal one, according to the belief of the members of the Aero Club of America, is the elimination of the chance that some contestants in order to beat others to the prize would start without the most modern and every reasonable test for their safety. A sanctioned event would secure this and make for the success of the flight.

### Others Want Aid of Curtiss.

Glenn H. Curtiss, who has designed the flying boat for the Rodman Wanamaker flight, has been asked to cooperate in four other attempts to cross the Atlantic. It is said by one of his representatives, however, that there is no likelihood that he will consider designing another machine to compete with the one he has planned for Mr. Wanamaker. Nevertheless, he has accepted a commission to build motors of 400 horse-power for a huge multiplane now being constructed here by an aviator named Umpierre and a Capt. Flint, who intend to enter the contest for the Lord Northcliffe prize.

Curtiss has been asked to build a flying boat for the race for L. A. Villaz, the young Chicago sportsman, who made a number of flights here in a flying boat last spring. He was the first man to fly a coastwise of the great lakes. He took Nathan Straus and the late S. Osgood Bell for a trip over Long Island Sound at the time he was making flights in this vicinity.

The Aero Club of America expects Curtiss to arrive from France today to push forward the work on the Wanamaker transatlantic flight, which was begun six months ago at Haverhill, N. Y. The club gave out yesterday the first sketch of this great flying ship. It shows a mahogany hull, 100 feet long, about 25 feet in breadth. The motor is 200 horse-power and is located in the bow. It drives a large tractor screw, capable of sending the craft through the air at the rate of sixty-five miles an hour.

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## Saks & Company

Broadway at 34th Street.

Beginning today

The annual Sale of

## Men's Overcoats

at \$14

reduced from

\$25, \$23 and \$20

(Every overcoat in stock at the former prices named—English overcoats included)

One point to remember—we do not make any overcoats to sell for less than \$17.50. That is the lowest figure at which a Saks overcoat is ever sold outside of this annual sale. So that this opportunity to buy for \$14 overcoats which but a few days ago were marked from \$20 to \$25 may be truly regarded as the most liberal overcoat event of the year!

The selection of models, materials and designs is all that a man can desire and all that style can afford. There is every type of garment now in vogue. And the fact that they are Saks tailored in every stitch is the fact which takes precedence over all others—the sale price included.

Sale today of Men's

## Superfine Silk Scarfs

\$1, \$1.50 & \$2 grades

at 65c

Neckwear of distinction and character and not a domestic silk in the lot.

1800 exclusive scarfs, made of finest quality foreign silks of a heavy, substantial weave. The designs and colorings are beautiful—rich Persians, gorgeous brocades, exclusive figures, and smart stripes, in any number of brilliant and sombre shades. Scarfs which you have only to look at to recognize as neckwear of a superlative sort and such as is seldom seen at reduced figures. Large open end four-in-hands that tie into substantial knots, which are the infallible sign of a classic four-in-hand.

## Men's \$4.50 to \$6 Sweater

Coats reduced to \$1.95

795 that we want to close out now.

Regular stock which we want to close out in order to accommodate new merchandise. All weights—heavy Shaker knit, and medium and light weight Cardigan weaves. All styles of collar—V neck, rough neck, and auto collar.

In maroon, Oxford, navy, white and red—and perfect in every stitch.

## DEDICATE WALDENSIAN CHURCH

Gift of Mrs. John S. Kennedy to Italian Protestants.

Special Cable Dispatch to The Sun.

ROME, Feb. 8.—The Waldensian church, built by Mrs. John Stewart Kennedy of New York in memory of her father, Cornelius Baker, was dedicated here today.

Mrs. Kennedy gave \$200,000 to build this church. The Waldensians are the oldest Protestants in Italy, but are poor and few in number. Mrs. Kennedy became interested in them when she was in Rome with her sister, Mrs. Schaffner, two years ago and attended one of their services. The announcement of her gift followed shortly afterward.

Mrs. Kennedy is well known for her charitable work, as was her husband.

## ZAMOR HAYTT'S PRESIDENT.

Congress Gives Rebel 93 Out of 105 Votes—Troups Held Posts